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land and laborer will once again be established; for there is no other way out of existing difficulties."

The book is an excellent study of the condition of a large division of the laboring class of England. So much has been written concerning those who labor in cities—in other industries than agriculture—at home and abroad, that it is refreshing to find so thorough a study of the conditions surrounding those who are in agriculture. A similar study for the United States would be gratefully received by large numbers of people. The materials are available if some student with the necessary zeal, industry, capacity and means would undertake the task.

JOHN LEE COULTER.

University of Minnesota.

*When Railroads Were New.* By C. F. CARTER. (New York: Henry Holt and Company, 1909. \$2.)

In this book Mr. Carter has presented the human side of railway building. The struggles, the difficulties, the successes, and the triumphs of the pioneers in the construction of a number of our great railway systems have provided him with the material for an interesting story. As an engineer, he has dealt principally with the engineering achievements. In successive chapters he has given a popular picture of the planning and construction of the Baltimore and Ohio, the Pennsylvania, the Erie, the New York Central, the Union Pacific, the Santa Fé, and the Canadian Pacific railroads. Judged by the purpose for which it was written, Mr. Carter's work must be said to be successful. The wonder is that it should not have been done before, but the record of the human element has usually been neglected for the more objective and impersonal factors. Glorifying, as he does, the achievements of the successful men, the author shows too little patience with the doubters who had first to be convinced before they would admit the practicability of the new means of transportation. Although he pays a merited tribute to the management of the Canadian Pacific, in general his attitude is one of unaffected admiration for American men and methods, of which the following is

an example: "But American railroad builders progressed so rapidly . . . that in 1840, or a dozen years after the first crude experiment was tried, they led the world, as they have done ever since" (p. 31). A few slips were noticed, but they were surprisingly few. All in all, the book may be commended to those who desire to read the romance of the railroads.

ERNEST LUDLOW BOGART.

Princeton University.

*The Beginnings of Texas. 1684-1718.* By ROBERT C. CLARK.  
(Austin: The University of Texas, 1907. Pp. 94.)

The occasion for this monograph, according to the author, was the discovery of two hitherto unused documents—Massanet's *Carta* and the Maria *Relación*—and the publication of Pierre Margry's *Découvertes et Etablissements des Français dans l'Amérique Septentrionale*, which made it possible to write a more authoritative account of the early Spanish occupation of Texas than was contained, for example, in Bancroft's *History*. Basing his narrative largely on this material, Mr Clark has written a very readable and interesting account of the early Spanish settlements in Texas, of their lukewarm attempts at colonization, and of the efforts of the French to push their settlements further southward and secure some of the lucrative trade of that region. The story—for such the author himself calls it—is carried down to the year 1718, by which time the settlement of San Antonio placed Spanish occupation on a permanent footing, and made it possible to resist the further encroachments of the French.

The monograph concludes with six pages of excellent critical bibliographical notes.

E. L. B.